

3. LAND USE

INTRODUCTION

This element of the Specific Plan sets forth the types, locations and intensities of land uses to be accommodated within the Midtown Area. The program of land uses proposed for the area respond to the market opportunities described in the previous section, as well as comments and suggestions made by the public, the Planning Commission and City Council during preparation of the plan.

The Midtown Area is currently characterized by a significant amount of land that would be expected to be developed or redeveloped within the 20-year horizon of this plan. This land resource, combined with the strong market for residential and employment uses, as well as the upcoming availability of rail transit service in the Midtown Area creates an unprecedented opportunity to mend the fragmented urban pattern of the area. Furthermore, the Specific Plan aims at creating a community gathering place, reinforcing the use of alternative modes of transportation and developing stronger linkages between Midtown and Milpitas as a whole. The land use goals and policies included in this plan are intended to create a more pedestrian-oriented, mixed-use district along Main Street and predominantly higher density residential “transit-villages” developed around the LRT stations.

The four goals described below provide the basis for the Specific Plan.

Goal 1: Encourage a compatible mixture of residential, retail, office, service-oriented commercial and industrial uses within the Midtown Area.

Roughly 30% of the Midtown Area is comprised of land that would be expected to be developed or redeveloped over the next 20 years; this presents a significant opportunity to develop a bold vision for transforming the area to a more vibrant mixed-use district. A variety of new uses are envisioned for the area, including housing, retail, office, and open space; however, the plan recognizes that there are many viable industrial and service-oriented businesses that are established in the area, and are expected to remain. New development in the area should be compatible with existing businesses, including industrial and service-oriented uses.

Goal 2: Provide for a significant component of new housing within the area in order to: improve the vitality of the Midtown Area; address local and regional housing needs; and reinforce the use of transit.

New residential development in the Midtown Area is key to the achievement of several objectives for the city and the region as a whole. First, new residential development can add vitality to the Midtown Area by providing activity in both daytime and nighttime hours. New residents would provide a customer base for retail businesses, including a grocery store that is desired by existing residents in the Pines district. Higher density residential development within a convenient walking distance of the future transit sta-



The Specific Plan encourages mixed-use development along Main Street and near the transit stations like these buildings on Castro Street in Mountain View, CA.

tions will promote transit ridership, and provide an alternative to congested freeways.

Goal 3: Promote an intensity of development in the Midtown Area that is appropriate to its central location.

The Midtown Area is strategically located within Milpitas and the region as whole—it is adjacent to the “Golden Triangle” employment center of North San Jose; it is between I-880 and I-680; the area will soon be served by the Tasman East LRT line as well as a BART connection between Fremont and downtown San Jose. Despite this location, the Midtown Area is devel-

oped with a variety of uses, and several at very low densities, and much of the area is dedicated to surface parking areas and storage functions. New urban infill development within the Midtown Area should be of an intensity that is appropriate to a central district served by transit.

Goal 4: Provide for a land use mix that supports major transit facilities.

The Midtown Area is currently a major transfer point for existing bus transit lines, and very soon it will accommodate two stations along the Tasman East LRT line. In addition, Santa Clara County voters approved the extension of BART from Fremont, through Milpitas to San Jose; this



New higher density housing, like this development in San Jose, CA, is planned for the Midtown Area to revitalize it, provide “day and night” environments, and address the needs of the growing Silicon Valley workforce.

would occur along the Union Pacific corridor. New development around the transit centers should provide an appropriate mix of uses and activities that reinforce these projects, which represent a significant investment of public funds, and establish transit centers that are amenable facilities with attractive connections to the surrounding urban area.

The Land Use Plan

The plan designates seven land use designations that represent the overall mix of land uses envisioned for the Midtown Area. Six of these

designations are currently found within the Milpitas General Plan. One of the land use districts, the Mixed-Use District, provides for a broader mixture of land uses and activities than is currently allowed under the City’s land use regulations.

The plan also designates a transit-oriented development (TOD) overlay zone, a quarter-mile ring around the transit stations, which provides special development standards (specifically density and parking requirements) that are tailored to the area’s proximity to the transit stations.⁶

There is also an office density bonus overlay designation, which is intended to attract Class A office development to two key sites at the threshold to the Main Street corridor. The proposed land use plan for the Midtown Area is shown in Figure 3.1.

The proposed land use designations are defined below.

Commercial

Mixed-Use

This designation allows for commercial offices, retail and services, high-density residential and public and quasi-public uses. Mixed-use buildings will allow a floor area ratio (FAR) of 0.75 for non-residential uses, and 21–30 dwelling units per gross acre. The residential component is calculated separately from the non-residential component. Building floorplates that include office and retail use will generally be smaller, catering to small tenants at the street level, such as shops, restaurants, personal services and offices requiring minimal square footage. Multifamily and single-family attached units, including upper story residential units, townhouses and flats are allowed.

General Commercial

This classification¹ provides for a wide range of retail sales, and personal and business services accessed primarily by automobile. It includes commercial uses in which shopping may be conducted by people walking to several stores as in a center, and may include uses customarily of a single purpose character served from an adjacently parked automobile.

Retail Subcenter

This classification¹ accommodates neighborhood shopping facilities that provide for convenience needs, such as groceries and minor hard good purchases.

Residential

Multifamily Very High Density

This designation allows for new multifamily housing, or a minimum of 31 dwelling units per acre and a maximum of 40 units per gross acre. This density range would accommodate a variety of housing types, ranging from row houses and townhouses to lofts and stacked flats with structured parking.

Multifamily High Density

This classification allows for new multifamily housing which is a minimum of 12 dwelling units per gross acre and a maximum of 20 units per gross acres, or up to 40 units per gross acre with special planned unit development (PUD) approval. This density range would accommodate a variety of housing types, ranging from row houses to triplexes and fourplexes, stacked townhouses and walk-up garden apartment.

Industrial

Manufacturing and Warehousing

This classification¹ encompasses a variety of light and heavy industrial activities, such as manufacturing, packaging, processing, warehousing and distribution, and ancillary support uses.

Industrial Park

This classification accommodates research, professional, packaging and distribution facilities

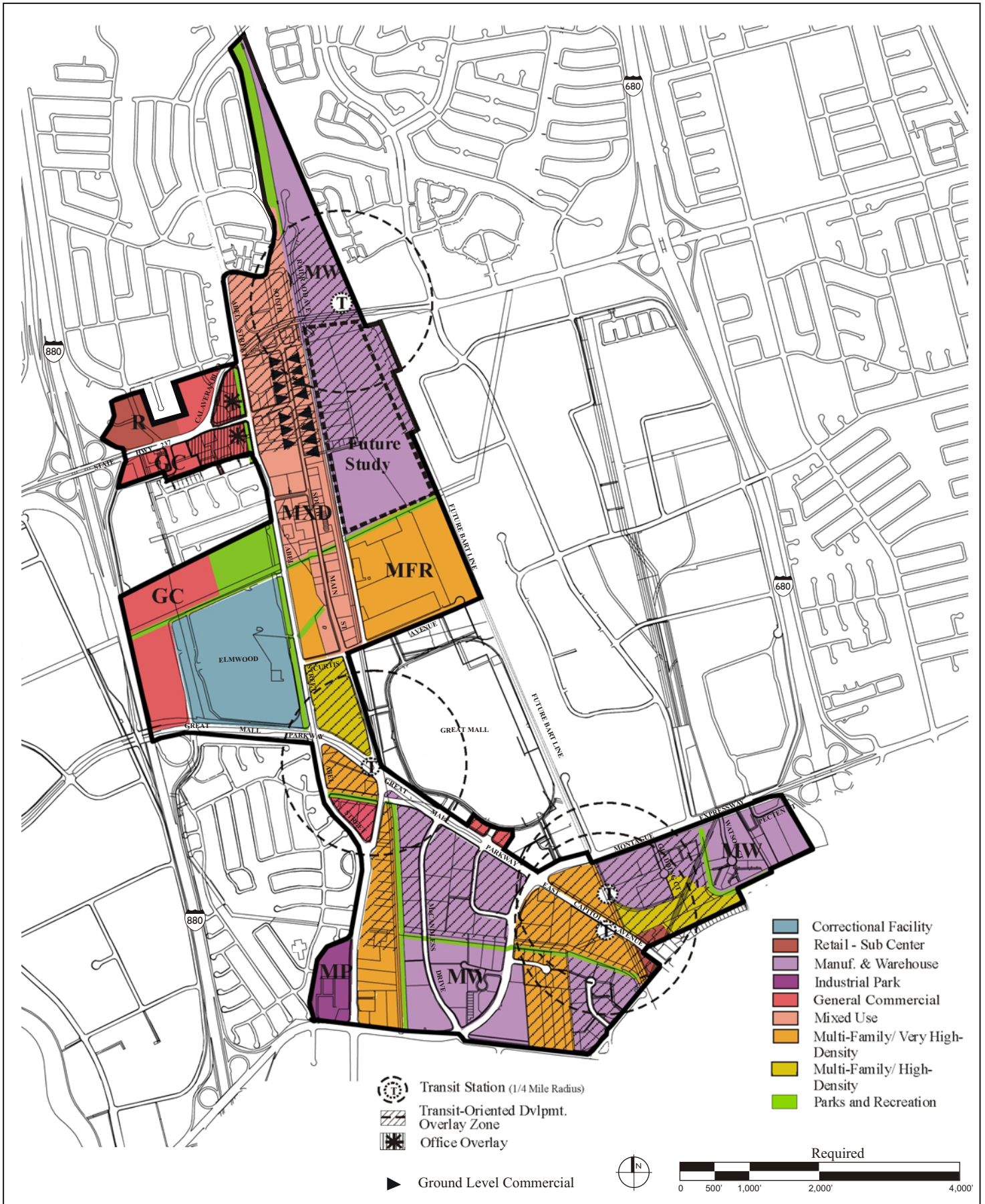


Figure 3.I: Land Use Plan

in a park-like setting, free from noise, odors and other such nuisances.

Parks and Recreation

This classification is for land to be used for public park and recreational uses, including parks, mini-parks, trails and open space. In Midtown, the creek corridors and the Hetch Hetchy right-of-way are in this designation. In the future, more land will be set aside and designated Parks/Open Space as new residential development is built. The precise location of these future parks is not known; however plan policies require park land to be provided as a part of new residential development.

Overlay Zones

Transit-Oriented Development

The TOD overlay zones are applicable to land generally within a 2,000-foot (approximate one-quarter mile) walk from a BART or LRT station. There are two TOD overlay zones in the Midtown Area: (1) the South Midtown TOD zone, which is applicable to future residential, commercial and industrial park development around the VTA's Tasman East LRT line stations as well as a future BART station at Capitol Avenue and Montague Expressway; and (2) the North Midtown TOD zone which applies primarily to land within the mixed-use and manufacturing and warehousing zones surrounding a future BART station in the vicinity of Main and Weller Streets. Development within these zones is subject to special requirements regarding development density, parking, mix of uses, and transit-oriented design features.

South Midtown: This zone allows multifamily residential development at a minimum of 41 units per gross acre and a maximum of 60 units per gross acre. A parking reduction of up to 20% is allowed in this zone. New development must be designed to enhance and facilitate the pedestrian and bicycle environment, and residential and employment development must promote the VTA's EcoPass Program.

North Midtown: This area is more constrained by a finer grained development pattern, small parcels, narrower streets and adjacent lower density residential neighborhoods. This zone allows multifamily residential development at a minimum of 31 units per gross acre and a maximum of 40 units per gross acre. The development standards of the underlying Mixed-Use District are applicable in this zone. Parking requirements may be lowered up to 20% for new development. As in the South Midtown TOD Overlay Zone, new development must be designed to enhance and facilitate the pedestrian and bicycle environment, and residential and employment development must promote the VTA's EcoPass Program.

Gateway Office

A density bonus overlay designation is applied to areas with an underlying commercial designation and that are well suited for a "gateway" higher intensity office development at the threshold to the Main Street area. New Class A office development may be developed to an intensity of FAR 1.5. This increase in FAR is for Class A office buildings only and not for retail or other



The plan provides for a range of higher density housing ranging from townhouses, above, to apartments, condominiums and lofts.

office buildings (see Policy 3.18 below). Parking must meet the requirements of the City's Zoning Ordinance.

Residential Policies

There is a tremendous need for housing in Santa Clara County. A recent study found that between 1995 and 1999, there were seven jobs created for every new housing unit.² The scarcity and expense of housing has several serious implications for the region: increased commuting and congestion, decreased air quality, and greater loss of open space and environmental resources. Providing new housing within the Midtown Area not only would begin to address the tremendous demand that exists, but the transportation congestion issue as well. Recent studies conducted in

the Bay Area reveal that there are significant reductions in automobile commuting when multi-family housing is located near transit stations.³ Finally, housing can also breathe new life into areas by bringing in people to support businesses, and creating activity during both daytime and nighttime hours.

The following sections describe the various policies that support the goals of the Specific Plan.

Policy 3.1: Allow for up to 4,860 new housing units in Milpitas Midtown.

The Specific Plan greatly expands the opportunity for new housing in the Midtown Area; much of this land is in locations that are within



Higher density “villages” with housing and small shops can create an attractive and vibrant environment around transit stations.

one-half mile of the transit stations. In total, the plan calls for redesignating approximately 100 acres of land for housing. This land is designated for multifamily housing ranging from 20 to 60 dwelling units per acre. If all of the sites designated for housing were developed to the greatest allowable density, a maximum of approximately 4,860 new housing units could be developed in the Midtown Area. However, it is not anticipated that all sites will be developed at their allowable maximum density.

Policy 3.2: Provide for higher density residential development within the TOD overlay zone around Great Mall Parkway and Capitol Avenue.

The highest densities in the Midtown Area, up to 60 units per acre, are focused around the Great

Mall/Main Street LRT, Tasman East LRT line at Capitol Avenue, and the future Capitol/Montague BART Stations. The intent is to purposefully reinforce the use of transit and support the investment in the system.

Policy 3.3: Allow ground-floor office and retail uses within the South Midtown TOD overlay zone with residential development.

Ground-floor commercial office and support retail shops and services (i.e., restaurants, cafes, exercise facilities, dry cleaners, video rental, automated teller machines) are encouraged around the transit stations, particularly at Capitol Avenue and Montague Expressway. A mix of uses in this area would provide benefits by creating a vital day and night environment at the transit hub,

as well as allowing opportunities for linking trips by foot. This, in turn, reduces the need for automobile trips. The intention of this policy is to allow a mixture of uses on the site; however, the development should remain predominantly residential (i.e., office and retail shops and services are only allowable on ground-floors).

Policy 3.4: Establish a minimum density of 21 units per gross acre in the Mixed-Use District, 31 units per gross acre in the multifamily, very high-density area and a minimum of 41 units per gross acre around the transit stations.

The intent of setting a minimum density is to recognize that land dedicated to housing, particularly around the transit stations, is a valuable resource which should be optimized. Higher density housing in the Midtown Area would provide many benefits to the community and the region, including curbing outward sprawl; providing needed housing for a growing workforce; and providing opportunities for using alternative means of transportation.

Policy 3.5: Provide housing for all income levels (i.e., very low, low, moderate, and above moderate households as defined by the US Department of Housing and Urban Development) throughout the Midtown Area.

A mixture of affordable and market-rate housing should be developed in the Midtown Area. Affordable housing within the area should be targeted to all income levels using definitions provided by the US Department of Housing and Urban Development. A number of factors will be considered, including redevelopment area requirements, proximity to transit, proposed housing types, and regional forecasts such as the As-

sociation of Bay Area Governments' (ABAG's) Regional Housing Needs Determinations,⁴ in determining the overall mix of affordable housing in proposed residential developments.

Policy 3.6: Affordable housing units should be provided with new housing developments. Determine affordable unit requirements on a project-by-project basis, considering the size of the project, the location of the site, and the mix of affordable units in the Midtown Area. Allow housing developments of 12 units or less to pay a fee in lieu of providing affordable units.

Milpitas has an excellent track record with respect to providing affordable housing. The City has typically achieved at least 20% affordable housing in recent developments and this should continue to be a goal for all new housing projects. The City will continue to work with developers to ensure that affordable housing is provided throughout the Midtown Area. Affordable unit requirements will be determined on a project-by-project basis taking into consideration affordable housing targets that have been achieved in other developments. In lieu fees will be determined through Council at a later date.

Policy 3.7: Integrate affordable units within market-rate developments. Ensure that affordable units are architecturally integrated and indistinguishable from market-rate units.

Affordable housing units should be well-integrated within housing developments, with the same access to parking and recreational amenities as market-rate units.

Policy 3.8: Encourage creativity in high-density residential design. Consider housing types, such as live/work lofts, that are not currently developed in the city.

The housing market is constantly evolving as changes in technology and lifestyle create new demands for domestic space. In recent years for example, live/work housing or lofts has evolved from a housing opportunity primarily found in urban industrial zones, to a fairly standard new housing product. Part of the growing popularity in loft housing is linked to the greater ability for people to work at home, and the desire to work in a space that is not as confined or as isolated as the extra bedroom in a conventional house or apartment. Live/work housing should be constructed in a manner that is complementary with adjacent uses. Within the life of this plan, it is anticipated that other new housing types will evolve and the plan is intended to be flexible enough to allow for them.

Policy 3.9: Establish a “Future Study Area” on a portion of the rail yards (between Calaveras Boulevard and the Hetch Hetchy right-of-way). Maintain the current manufacturing and warehousing zoning within the Future Study Area and re-zone the area upon resolution of circulation and access issues.

A portion of the rail yards area which is currently planned for manufacturing and warehousing uses represents an area that is attractive for new land uses in the future. Due to access constraints, specifically, the need for an additional railroad crossing, the existing manufacturing and warehousing designation should be maintained for the area. In the future, if property owners wish to pursue other uses on these properties,

appropriate land uses should be determined at that time, taking into consideration the goals of the Specific Plan as well as market opportunities and constraints.

Mixed-Use Policies

The overall goal for Main Street is to establish a more traditional, pedestrian-oriented gathering place which is the “heart” of Milpitas. Main Street was the historic crossroads of Milpitas, however, it developed as more of a highway thoroughfare than a downtown street. Over the past 50 years the street has gone through several periods of change that can be seen in the current mixture of uses along the street. As new retail malls were developed along the Calaveras Boulevard corridor, traditional retailers left the street, and were replaced with uses such as commercial service and auto repair, places of worship, and restaurants. The most recent uses include small-scale office uses, such as medical and business offices. The retail market in the Midtown Area is very competitive; therefore, the strategy for Main Street must rely on a mixture of other land uses to create a more vital street.

The strategy for Main Street includes both land use changes that would allow a broader mix of uses along the street, as well design guidelines and development standards (presented in Section 8.0 of this plan) which create a more comfortable pedestrian-friendly environment.



Mixed-use development, like this near Portland, OR with residential over retail or office, is encouraged for the Milpitas Midtown.

Policy 3.10: Designate parcels along the Main Street and Abel Street corridor (as shown in Figure 3.1) mixed-use and allow a mixture of retail, office, housing, service, and public/quasi-public uses in this area.

The Mixed-Use District provides for traditional retail services, small-scale offices, public/quasi-public uses, commercial services, and housing, as presently exists along the street. New residential uses will bring more people into the area, and help to revitalize retail businesses. Businesses legally established in the area are allowed to remain as legal conforming uses while limits are placed on proposed new service commercial and public/quasi-public uses to provide spatial separation to ensure that they do not dominate the

area. (See Policies 3.14 and 3.15, and Section 8.0 of this plan for more details.)

Policy 3.11: Encourage vertical as well as horizontal mixing of uses along Main Street. Require ground-level commercial space along Main Street between Carlo Street and Sinnott Lane, as shown in Figure 3.1.

Development along Main Street currently includes a mixture of uses developed next to one another (i.e., horizontal mixed-use). New development is encouraged to be configured in vertical mixed-use buildings, (upper story residential uses over ground-floor commercial uses).



Mixed-use development, like this residential and retail development on The Alameda in San Jose, is encouraged for Milpitas Midtown.

Ground-level commercial uses are required along Main Street between Carlo Street and Sinnott Lane. Ground-floor space should be developed as retail space (including typical design details such as retail store front windows and doorways, awnings, recesses, etc. (see Section 8.0)). Such space can be leased for offices or live/work space, but the building design preserves the potential for future retail and maintains a public face along the street.

Policy 3.12: Encourage housing as the principal upper-level use along Main Street.

Housing developed above ground-floor commercial office or retail uses is encouraged along Main Street.

Policy 3.13: Adopt development standards and design guidelines for the Mixed-Use District that will create a lively pedestrian environment.

A set of design guidelines and development standards are included within this plan (Section 8.0) to create a focus of pedestrian-scaled interest and activity along the street. These guidelines are intended to ensure that land uses, and building orientation and design reinforce a pedestrian environment.

Policy 3.14: Limit the establishment of new quasi-public uses within the mixed-use designation in order to create a more active street environment.

Currently there is a concentration of quasi-public uses on Main Street, which do not contribute to an active street environment. These facilities have little activity during daytime business hours, and the buildings have been designed in such a way that blank walls or parking areas are adjacent to the sidewalk. Existing uses will be allowed to remain, however, the establishment of new uses will not be allowed within a 1,000-foot radius of another quasi-public use to encourage a more diverse and lively mix of activities along Main Street.

Policy 3.15: Allow existing legally established service businesses to remain within the area as conforming uses.

There are several legally established service businesses, such as vehicle repair and towing companies and mini-storage, that are allowed to remain in the Mixed-Use District as legally conforming uses. These uses add to the mix of goods and services that can be obtained. In order to promote a lively mix of uses in the district, new commercial service businesses will not be allowed within a 1,000-foot radius of an existing commercial service enterprise. This standard is applicable to new uses, and not existing uses. To utilize existing buildings, property owners may change uses provided that the new uses conform to the existing zoning ordinance requirements. It is not the intent of the Specific Plan to force existing businesses out of the area. Existing uses

may remain until the property owner is interested in pursuing a new use.

Employment and Retail Policies

Policy 3.16: Provide for the continuation of retail development along the Calaveras Boulevard corridor.

The Calaveras Boulevard corridor is firmly established as the primary retail corridor in Milpitas, and the Specific Plan supports the continuation of this role.

Policy 3.17: Encourage the development of new office/business uses along the Calaveras Boulevard corridor in order to take advantage of the area's convenient freeway access and visibility.

The portion of the Calaveras Boulevard corridor that is within the Midtown Area (between I-880 and the railroad overcrossing) is an important community gateway and offers convenient freeway access. Over time, new office/business uses (which are allowed under current regulations) are encouraged along this corridor, in order to help and create a positive entry image for Milpitas.

Policy 3.18: Provide a density bonus (up to FAR of 1.5) for the location of Class A office space at the gateway to the Mixed-Use District, as shown in Figure 3.1.

The plan provides for a density bonus for Class A office at Serra Way and Abel Street at the threshold of the Main Street area. Higher density office development in this area would provide several benefits to the Midtown Area:

- A concentration of office workers in this area would support and help to revitalize

existing retail businesses along Main Street and Calaveras Boulevard;

- Such a development would also serve as a “catalyst” development that would spur new reinvestment in the area; and
- A landmark structure at this location would create an attractive entry image into Main Street.

For these reasons, a density bonus allowing up to a FAR of 1.5, or a total of 700,000 square-feet, is allowed on the sites designated in Figure 3.1.

Policy 3.19: Provide for the continuation of manufacturing and warehousing and light industrial uses in the rail yards north of Calaveras Boulevard, in the McCandless Park area, and on Montague Expressway, east of the Union Pacific Railroad tracks, as designated in Figure 3.1.

The Specific Plan provides for the continuation of existing manufacturing, warehousing and light industrial uses as allowed under current land use regulations.

Policy 3.20: Pursue the development of a retail food outlet (i.e., a grocery store or specialty food store) in the southern portion of the Midtown Area.

A retail food store has long been desired by residents in the Pines and Summerfield Districts. The market study prepared as a part of the Specific Plan effort identified that the Pines area is clearly underserved by neighborhood shopping centers. However, there is not currently a sufficient residential population in the area to support a retail grocery store. At a minimum, 2,000 new dwelling units within an approximate 1.5 mile radius would be needed to support a traditional

grocery store. New housing allowed by this plan, up to 4,860 dwelling units, is within a 1.5 mile radius of the Pines and Summerfield neighborhoods. Therefore, as residential units develop over time, it will become more feasible to attract a grocery store into the area.

Policy 3.21: Designate surplus land adjacent to the Elmwood Rehabilitation Center for general commercial uses.

Land around the Elmwood Center is recommended for general commercial use reflecting the high visibility of the parcel near I-880, adjacent to the center. The general commercial designation would provide for either retail commercial or office development on this land. Due to the prominent location of the site, well-designed, large-scale retail uses are encouraged over uses such as gas stations and fast-food restaurants. Although this site enjoys high visibility, development is constrained by access. Primary access would need to be gained via Abel Street, and secondary access, limited to right turns in and out of the site, could be developed off of Great Mall Parkway.

Childcare Policy

Policy 3.22: Encourage the provision of childcare services to support demand generated by employees and residents in the Midtown Area.

A wide range of childcare options are encouraged in the Midtown Area. Currently, there are several childcare centers in the area. New residents and employees will create increased demand for childcare services. Opportunities for new childcare centers are especially encouraged



New parks, like this park at The Crossings in Mountain View, and open space trails will be developed with new residential development in the Midtown Area.

near large housing developments, near transit stations and within new office developments.

Parks and Open Space Policies

Policy 3.23: Require public parks and open space as conceptually located in Figure 3.2. Park size, design, and layout will be determined through the development review process.

The Specific Plan provides for a significant transition of land use from industrial and manufacturing to residential uses. With the intensification and infill of the area, it is important to provide appropriately scaled parks and open spaces to serve new residents and improve the amenity and livability of the area. One clear opportunity in Midtown is the improvement of creek trail systems as conceptually planned in the City's Trails Master Plan. The parks and open space concept for the Midtown Area uses the

creek trail system to organize the larger park system. In addition, parks are used as a focal point for new residential development and also to celebrate important elements of the cultural landscape, namely the O'Toole Elms and the historic crossroads of Milpitas at Serra Way and Main Street.

Policy 3.24: Require new residential development to provide public parks at a ratio of 3.5 acres per 1,000 persons, of which up to 1.5 acres per 1,000 persons can be developed as private or common open space.

Public parks are an important amenity that are critical to the quality and amenity of a neighborhood or district. In the Midtown Area, where higher density residential development is proposed, they will be required to provide public parkland at a ratio of 3.5 acres per 1,000 resi-

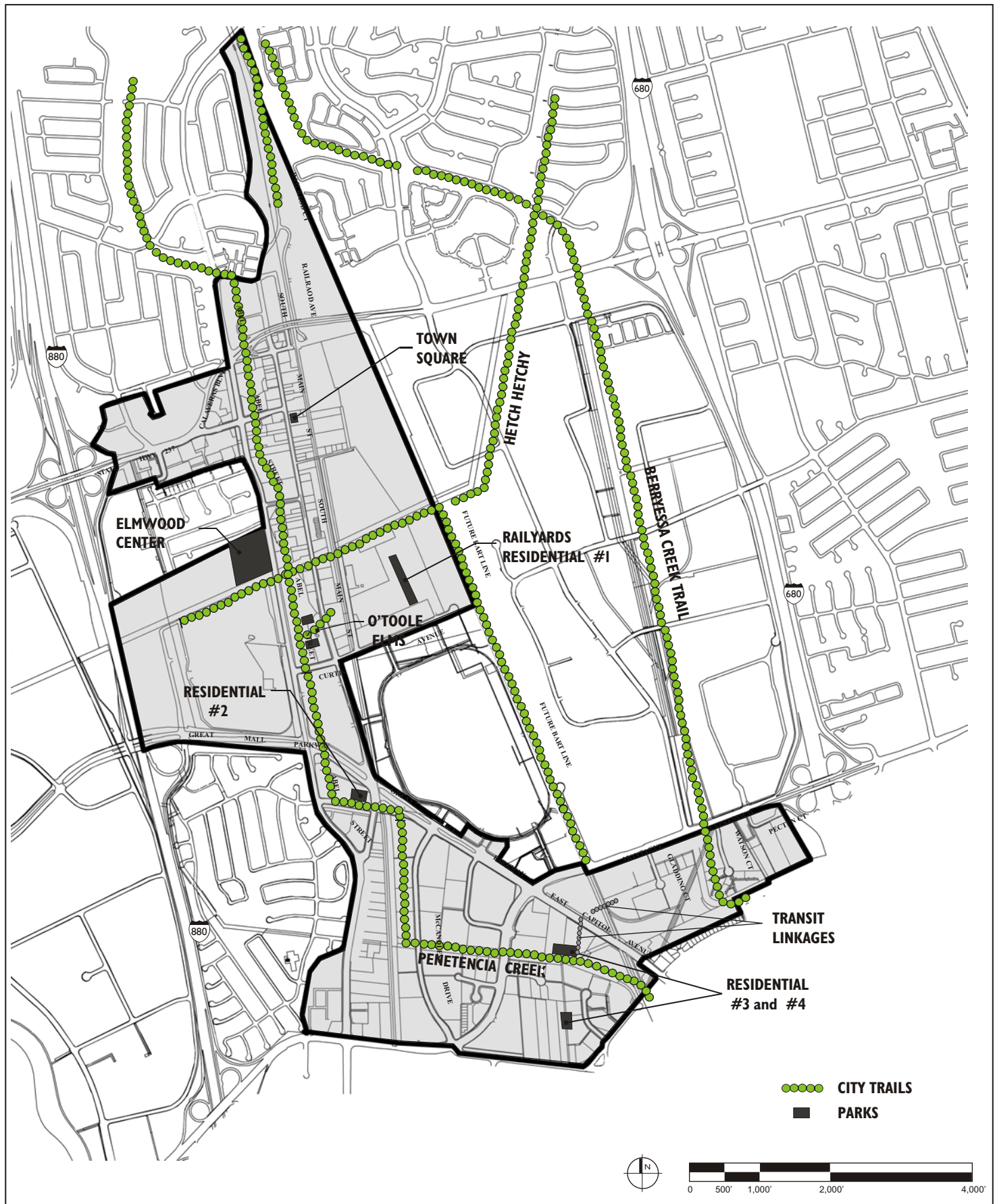


Figure 3.2: Conceptual Parks and Open Space



New multifamily development will be required to provide private and common open space areas like this project in Mountain View, CA.

dents. Up to 1.5 acres per 1,000 persons can be developed as usable on-site common or private open space within new residential developments. The remaining 2 acres per 1,000 must be developed as public parkland (see Section 8.0 for further details).

Policy 3.25: Credit improved linear parks on property owned by public and quasi-public agencies (e.g., Santa Clara Valley Flood Control District) as public parks.

Residential developers may provide for the improvement of linear parks public rights-of-way (as provided in Milpitas Trail Plan) as part of their park dedication requirement on an acre for acre basis. The City would work with develop-

ers to identify parkland needs, establish linear park areas to be improved, and establish improvement costs to be paid by the developer. The City would coordinate with the appropriate public agencies and undertake the park landscaping and improvements.

Policy 3.26: Encourage new or expanding office and public/quasi-public uses to provide publicly accessible outdoor open space (plazas, gardens, arcades) as a part of new development. Ensure that the open spaces are linked to sidewalks or pedestrian paths.

The park dedication requirements address residential development. However, office, public and quasi-public users also have needs for open



Figure 3.3: Conceptual Plan of Main Street Town Square

space, and privately-owned and maintained places can add interest to the overall open space network. New or expanding office and institutional uses should be encouraged to provide publicly accessible open spaces, such as plazas, gardens, and arcades. These areas should be linked to sidewalks or pedestrian paths to ensure accessibility.

Policy 3.27: Work to establish a minimum 8,000 square-foot civic open space and public gathering place on Main Street, preferably in the vicinity of Serra Way. Provide incentives for development of a town square.

A public gathering place or “town square” was one of the strongly expressed desires of the public during the outreach meetings. A town square open space of a minimum of 8,000 square-feet is recommended on Main Street, to provide a public gathering place at the historic crossroads of Milpitas. There are a number of potential locations for the town square: at the terminus of Serra Way at Main Street (as conceptually illustrated in Figure 3.3); at the Main Street end of the O’Toole Elms, or on the Hetch Hetchy right-of-way. The park could be developed by the City or privately in association with the redevelopment of property. This park is intended as a public gathering place for the community as a whole, and should include trees, seating, and lighting and should be designed in a way that conveys a civic character.

Most importantly, the town square should be developed in association with adjoining development that will face the area and give it life. If it is flanked by blank walls, parking or vacant

lots, it will likely become a place which attracts undesirable activities.

Policy 3.28: Establish a minimum 2-acre park in association with the O’Toole Elm Alley. Secure a public access easement in association with the O’Toole Elms.

The O’Toole Elms are a remnant landscape element of the O’Toole Mansion, and an interesting artifact of Milpitas’ past. Because of its historical significance, a park which is a minimum of two acres in area is recommended to be developed within and around the alley. This park would be integrated within a larger development for the surrounding county-owned parcel. While the trees are currently diseased, a plan for restorative planting has been developed. A public access easement through the elms should be secured, so that the alley can be a part of Milpitas’ trail system.

Policy 3.29: Designate the Hetch Hetchy right-of-way in the Midtown Area park and recreation.

Currently, there is a lack of parks and open space in Midtown. With new residential and employment development, park demands will become greater. One of the significant available resources in the area is the Hetch Hetchy right-of-way which can be developed for park and trail uses within the heart of the Midtown Area, and integrated within new residential neighborhoods and commercial developments.

Policy 3.30: *Encourage a 10-acre site to be developed as park and recreation, located on the Elmwood site, adjacent to Penetencia Creek.*

A 10-acre parcel located adjacent to Penetencia Creek should be developed as a multi-use open space to cater to the needs of various groups of people, including the elderly, children and teenagers.

Policy 3.31: *Improve the City-owned property at Carlo and Main Street as a mini-park.*

The City-owned property at Carlo and Main Streets should be developed as a mini-park for passive uses such as sitting, reading and eating lunch. The park should be developed with landscaping, and amenities such as benches, a water fountain and a trash receptacle.

Illustrative Plan and Development Program

The Illustrative Plan, shown in Figure 3.4, indicates how the Midtown Area could potentially build-out in conformance with the land use policies, standards and design guidelines of the plan. It is important to emphasize that the Illustrative Plan indicates only one potential development concept, and it is likely that the actual build-out will vary from this initial projection. The plan depicts that anticipated development in the Midtown Area could result in up to 4,860 dwelling units; 720,000 square-feet of office development; 300,000 square-feet of general commercial uses; and 60,000 square-feet of retail uses. These figures are used for analyses of utility and service needs and an assessment of environmental impacts, as described in the separate Milpitas Mid-

town Specific Plan EIR. The development program shown in Table 3.1 indicates the potential distribution of land uses within the Midtown Area by subarea.

TABLE 3.1
Illustrative Development Program

Area	Residential (dwelling units)	Retail/ Dining (gross square feet)	Office (gross square feet)	General Commercial Hwy. Retail (gross square feet)	Parks and Open Space (acres)
Calaveras Area	—	—	700,000	—	—
Upper Main Street	300	19,000	20,000	—	4
Elmwood Center	—	—	—	300,000	10
Rail Yards	880	—	—	—	4
South Main/Abel	1,680	32,000	—	—	3
McCandless Park	—	—	—	—	—
Montague/Capitol	2,000	10,000	—	—	5
Creek Trails	—	—	—	—	23
TOTAL Midtown Area	4,860	61,000	720,000	300,000	48

Notes:

- 1 This is an existing General Plan designation.
- 2 Fulton, William and Paul Shigley, "Death Valley" in *Planning*, July, 2000. The study referenced was conducted by John Landis at the University of California of Berkeley.
- 3 Santa Clara Valley Transportation Authority, Transit-Based Housing Survey, September 1995. See also Michael Bernick and Robert Cervero 1997, *Transit Villages in the 21st Century*, New York, NY. McGraw Hill Publishers.
- 4 Currently, Milpitas' need has been defined by ABAG as 4,348 units for the years 1999–2006. Of this total number of units, 698 (16%) are needed for very low income households; 351 (8%) units are needed for low income households; 1,146 units (26%) are needed for moderate income households; and 2,153 units (50%) are needed for above moderate households.

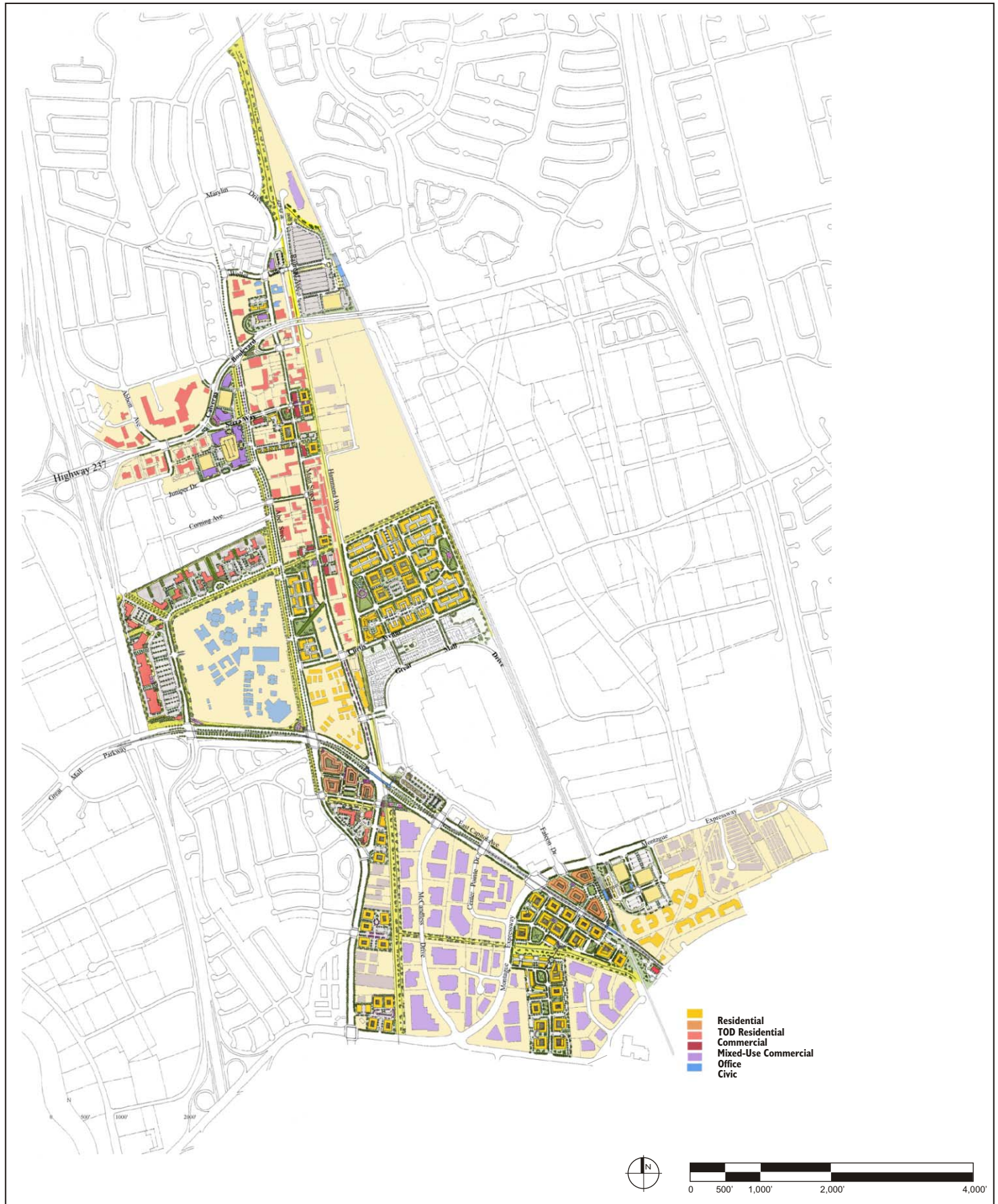


Figure 3.4 Illustrative Plan

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